

OREGON CITY COURIER

24th YEAR.

OREGON CITY, OREGON, FRIDAY, AUGUST 24, 1906

No 15

MOLALLA ROAD IS INDORSED

Local Board of Trade Act In Harmony

Committee Finds Strong Sentiment Among Farmers and Business Men.

The Board of Trade Friday night heartily indorsed the local project for a railroad to Molalla, and continued the standing committee, which made an extensive report, showing what had been done. The report follows:

Your committee to whom was referred the consideration and advisability of assisting in the promotion of the construction of a motor or rail line between Oregon City and those parts of our county known as Molalla and Highland, respectively report that in complying with your instructions we have interviewed a large number of the business men and residents of Oregon City, as well as a large number of the property-owners and residents between Oregon City and the said sections of Molalla and Highland, and we find a very strong feeling among all that the time has arrived when it would be advisable and well to proceed with such an enterprise. Your committee has also received much encouragement from outside capital, that it would be willing to assist any local company that might be organized for that purpose. Your committee, upon the advice of many of the business men of the city and property owners living between the above-named sections, has taken the initiative in the matter of the formation of a company to undertake this enterprise, and have prepared incorporation papers for that purpose, and started the circulation of subscription for stock papers. In doing this it was deemed best by your committee and the majority of those with whom its members talked, that this enterprise should be made as nearly a mutual enterprise between the citizens of the city and of the whole county as it would be possible to organize, and to that end have not accepted any subscriptions for stock by any single individual in any larger amount than fifty shares. While this necessitates much more labor on the part of those circulating the subscription papers, we believe that if the entire amount can be subscribed for and sold to a large number of people in this manner, it will be for the best interests of the people of the county and the enterprise. From the canvass that your committee has made thus far, it is pleased to report that we believe the Board of Trade had made a good move in this matter, and that by the indorsement and active support of the members of the board, as well as the business men in general of Oregon City, this matter will progress rapidly and satisfactorily, and in the near future Oregon City will be connected by rail with those rich and enterprising communities known as the Molalla and Highland country.

line was unanimously adopted. Judge T. F. Ryan, Judge G. B. Dimick and Franklin T. Griffith were appointed a committee to secure desired information, and to interview business men and property-owners. The resolution follows:

Whereas, It would appear that the advance in the rates of insurance on buildings in Oregon City, made by the insurance companies on the first of June, 1906 (said advance being 25 per cent additional premium upon all risks), is not warranted by the amount of losses by fire in this city during any period of the last 60 years; and, Whereas, It would appear that it would be a profitable and business-like proposition that the property-owners and business men unite and protest against said advance in rates, and if necessary form an association among themselves to carry at least a portion of the risk, which in the past has been such a small per cent of amounts paid to carry same; and,

Resolved, That a committee of three be appointed to interview and bring together the property-owners and business men and ascertain as far as possible the amounts paid each year for insurance within the city and the relative amount received from such insurance, and to report to this board as to the advisability of forming a home association to carry Oregon City insurance or a part of same. The committee on securing of reduced rates of transportation on Southern Pacific Railroad from points below Oregon City to Oregon City, so that the discrimination against the city at present in force by reason of the selling of commutation tickets from said points to Portland at greatly reduced rates from those prevailing toward Oregon City, reported progress, and the committee was instructed to press said matter and report at next meeting. The president appointed a committee to take up with the Oregon Water Power & Railway Company the matter of making the same rates on commutation tickets from Oregon City and return to stations along the line that they now give to points the same distance and from Portland.

MILL COMPANY GROWS.

Capital Stock Doubled and Capacity Increased.

Supplementary articles of incorporation of the Oregon City Planing Mill Company were filed Thursday. The capital stock is increased from \$25,000 to \$50,000, and the name is changed to the Oregon City Mill & Lumber Company, which is more in conformity with the scope of the work that the new mill is producing. There are 5,000 shares, and the par value is \$10 each.

The Oregon City Mill & Lumber Company is a thriving concern, and furnishes employment to more than 100 men directly and indirectly in Clackamas County. The entire output of about 10 sawmills through the county is taken under contract, and the company is now shipping 10 carloads of rough and dressed lumber every week. Additional machinery has recently been installed, and doors and windows are now being made. The stock is controlled by local capital, and the directors are made up of the following business men: B. Kuppender, W. A. Huntley, John A. Moehnk, Lewellyn Adams, H. P. Diamond, and W. F. Schooley.

New S. P. Schedule.

Alterations have been made in the schedule of the Southern Pacific trains, and the new time card went into effect this morning. The southbound overland that has been passing here at 9:22 A. M. will hereafter arrive at 8:52, and the northbound overland will arrive at 6:24 P. M., instead of 5:04. There is no change announced in the schedule of other trains.

"FRESH AIR" CHILDREN.



Farmer John: "Sure you c'n walk on the grass and pick the flowers!"

BRUSH FIRES IN CLACKAMAS

Flames Start From Slashings In Several Places.

BLAZE AT BEAVER CREEK

Ten Tons of Hay Belonging to Mrs. Edwards Consumed—Shaver Loses Separator.

Flames from burning slashings created a havoc Tuesday at Beaver Creek and for a time threatened the destruction of a great deal of property there, and had it not been for the timely efforts and work of almost the entire community, the damage would have been extensive.

The flames started from slashings on the farm of William Lowellen and raced lively away towards the farm of Sheriff Robert B. Beatie. Great sheets of flame shot over the ground arousing the wildest excitement in the neighborhood, and a large crew of farmers turned out to fight the fire and they were aided by the wind, which fortunately changed to the east and all immediate danger was averted.

Ten tons of hay belonging to Mrs. Edwards was consumed by the fire, and the flames sent up a great smoke which could be seen from this city and which caused considerable alarm before the result of the blaze became known.

BLAZE AT CLACKAMAS STATION.

Prompt Work of Farmers Prevents Widespread Conflagration.

The prompt and energetic work of farmers living in the vicinity of Clackamas Station was all that saved that section from destruction by fire Thursday, and for several hours they fought the fierce flames, finally checking them without serious damage to property.

A little while before noon a flying spark from a passing Southern Pacific engine lighted in some slashings not far from the tracks, and in an incredibly short time the blaze had become alarming, and 800 cords of wood owned by the railroad company were in great danger of being destroyed.

SEPARATOR BURNS AT MOLALLA.

W. A. Shaver's Machine Mysteriously Consumed and Loss Is \$1,000.

W. A. Shaver, a well known farmer of Molalla, lost his separator last Thursday, the machine being burned, and the loss is about \$1,000. After the day's work was over the crew left the separator in a lane near E. Lehman's place, three miles from Molalla. They left late at night, and returned the next morning before daylight and found that flames had destroyed the machine. It is not known how the fire originated. The loss is a very severe one, as many Molalla farmers were depending on the machine to thrash their crops.

The intense itching characteristic of salt rheum and eczema is instantly allayed by applying Chamberlain's Salve. As a cure for skin diseases this salve is unequalled. For sale by Huntley Bros. Co., Oregon City and Molalla.

WHO IS MOST POPULAR ONE?

Mrs. H. Grisenthwaite, of Beaver Creek, Leads.

END OF CONTEST IS NEAR

Those In Race For Sewing Machine Are Among the Prominent Women Grangers.

Mrs. H. Grisenthwaite, of Beaver Creek, who is a member of Central Grange No. 276, is ahead this week in the contest for the fine Sewing Machine that the Courier is going to give away to the most popular Grange woman in Clackamas County. The woman member of any Grange who receives the highest number of votes in this contest up to 5 o'clock in the afternoon of Saturday, September 8th, will win the machine. A glance over the vote shows that there are several women who are not far behind Mrs. Grisenthwaite and any one of them may prove a winner.

It is gratifying to the Courier that the contestants are among the most prominent women in Clackamas County Grange circles, which shows that they appreciate what is being offered, and either they or their friends are making some effort to obtain this handsome premium. Only a short time remains until the close of this contest and it is probable that a big vote will be cast before our next issue. The vote up to yesterday follows:

- Maple Lane Grange No. 296. Mrs. Louise Beard 160 Mrs. Sarah L. Derrick, 55 Mrs. Anna J. Lewis 235 Mrs. Olive A. Swallow 205 Mrs. R. Mautz 105 Mrs. John Darling 35 Mrs. Martha Hobbie 110 Mrs. Olive Warnock 75
- Molalla Grange No. 40. Mrs. Gertrude Maple 80 Mrs. E. M. Mallatt 35 Mrs. Mary Trullinger 175 Miss Jennie Lee 200 Miss Jennie Atkins 200
- Tualatin Grange No. 111. Mrs. Kate Turner 90 Mrs. Rosa Kruse 25 Mrs. M. F. Elligsen 180
- Garfield Grange No. 317. Mrs. Martha Davis 310 Mrs. Sarah Palmateer 215 Mrs. Nora Looney 65
- Warner Grange No. 117. Mrs. B. Friedrich 215 Mrs. Olive Melbuhl 35 Mrs. May Waldron 40 Mrs. Bessie Dundas 230
- Milwaukie Grange No. 268. Mrs. John Kelso 45 Mrs. O. E. Freytag 200 Mrs. Dora Quant 40 Mrs. H. G. Starkweather 40 Mrs. I. S. Mullian 95
- Central Grange No. 276. Mrs. Anna Spence 165 Miss Bertha Spangler 40 Miss Cora Jaggard 80 Mrs. R. Ginther 35 Mrs. H. Grisenthwaite 200
- Twentieth Century Grange No. 341. Mrs. Amanda Jesso 30 Mrs. O. W. Quint 40 Mrs. D. O. Freeman 40 Mrs. Lottie Irwin 240

Wives Should Not Shirk Motherhood

By Dowager Queen MARGHERITA of Italy

I AM absolutely opposed to any extravagant theories of what is called the EMANCIPATION of women. In whatever condition of life a woman may be placed, her first duty is the negative one of not giving up the qualities that distinguish her sex. Poor or rich, high or low, a woman should be educated so as to contribute to her own needs and requirements AND TO THOSE OF HER FAMILY. She should not associate unreservedly with men; nor should she meddle in politics, as the word is broadly understood. Above all, she should guard against developing the traits OF MEN. A blending of ancient reserve with modern independence would give us the ideal woman. Let her study, teach, work, shine in society or stay at home, she should, nevertheless, look to her father, her brother or her husband for counsel and support in difficulties. Why? Because a woman, as a rule, CANNOT HAVE the wide experience of a man.

In Latin countries women have been kept in too much subjection to men. But this is gradually disappearing, and during the past twenty years the women of Italy have made great progress.

How is a nation to progress except through its people? A CHILDLESS FAMILY IS INCOMPLETE. There is a poetry and a pathos about childhood which appeal to every right hearted woman. Most women, though they may not be able to put this idea into words, feel it. They have the MATERNAL instinct; hence the remoteness of race suicide.

The woman to whom the blessing of motherhood is denied MISSES THE BEST IN LIFE. I speak not of the necessary exceptions. They may have another mission in life. A holy call may claim their soul and senses all. Unmarried women need not of necessity be unhappy or useless. They may have wide fields of useful activity and they can make their lives beautiful, as well as useful, by working for the welfare OF OTHERS. Altruism is but another name for the charity of Christ or for the love of humanity, and the greatest thing on earth is love.

Women show their intellectuality by rearing healthy and great children just as much as they do BY WRITING BOOKS or painting pictures.

THE WIFE WHO DELIBERATELY REFUSES TO BRING CHILDREN INTO THE WORLD MUST HAVE SOMETHING WRONG WITH HER MORAL MAKEUP. HER SHIRKING OF THE OBLIGATION MAY EVEN AMOUNT TO A HEINOUS CRIME. HER ACTION MAY BE EVEN CONTRARY TO PATRIOTISM.

POWER PLANT AT STONE

Options Taken On Nearly All Land of Arthur's Prairie

People residing in the vicinity of Stone, one of the richest portions of Clackamas County, are excited over the prospects of the erection of a great power plant at that place, and the further possibility of a railway. The report has ground in the action of Mr. Withycombe, a brother of the late gubernatorial candidate, who has been taking options on land about Stone during the past few weeks. He married a sister of William Chynoweth, of Stone, and is well known in that section.

Options have been taken on practically all of the land on what is known as Arthur's Prairie, and about 1,000 acres are embraced in the transaction. The price agreed upon is about \$100 per acre, and a nominal sum is paid for options.

The water power in the Clackamas River near Stone is valuable, and it is understood that the capital behind Mr. Withycombe proposes to secure riparian rights on the stream, although it is possible this has already been done. Clear Creek comes into the Clackamas at Stone, and the probable location for a dam would be a short distance above the mouth of Clear Creek, on the Clackamas, where there is a rock wall on both sides of the river.

The promoters of the scheme have been trying to keep it a secret, and have instructed those farmers who have given options to supply no information; but in some manner the story has leaked out, and the whole neighborhood is agog with the news.

Last year Mr. Withycombe took options on the Hageman and Brown places, but these are believed to have expired. When Collis P. Huntington was the master mind of the Southern Pacific Company, some 15 years ago, a railroad survey was made in the region of Stone, and construction was expected, but it never came.

Withycombe is a wool-buyer and real estate man, and it is not known who is behind him, or what capital is enlisted in the scheme.

night, after an encounter with the carmen of the Oregon Water Power & Railway Company. They were the worse for liquor and had spent the afternoon and evening in Caesemah Park.

McDonald and Smith are out on bail, but Foley is in the county jail. It is understood that General Manager W. H. Harburt, of the company, is not disposed to prosecute a charge that may land the men in the penitentiary, but will be content if they will plead guilty to a minor charge that will let them off with a fine.

A. Matheson and David C. Williams and their families have returned from outings at Clatsop Beach.

SCRAPPERS MAY GO FREE.

Railway Officials Inclined to Let Bad Boys Down Easy.

W. J. Smith, M. McDonald and H. Foley, who were bound over to appear at the November term of the circuit court on a charge of "grossly injuring the property of another, and grossly disturbing the public peace," may escape with a light sentence. These men were arrested at Milwaukie last Sunday